

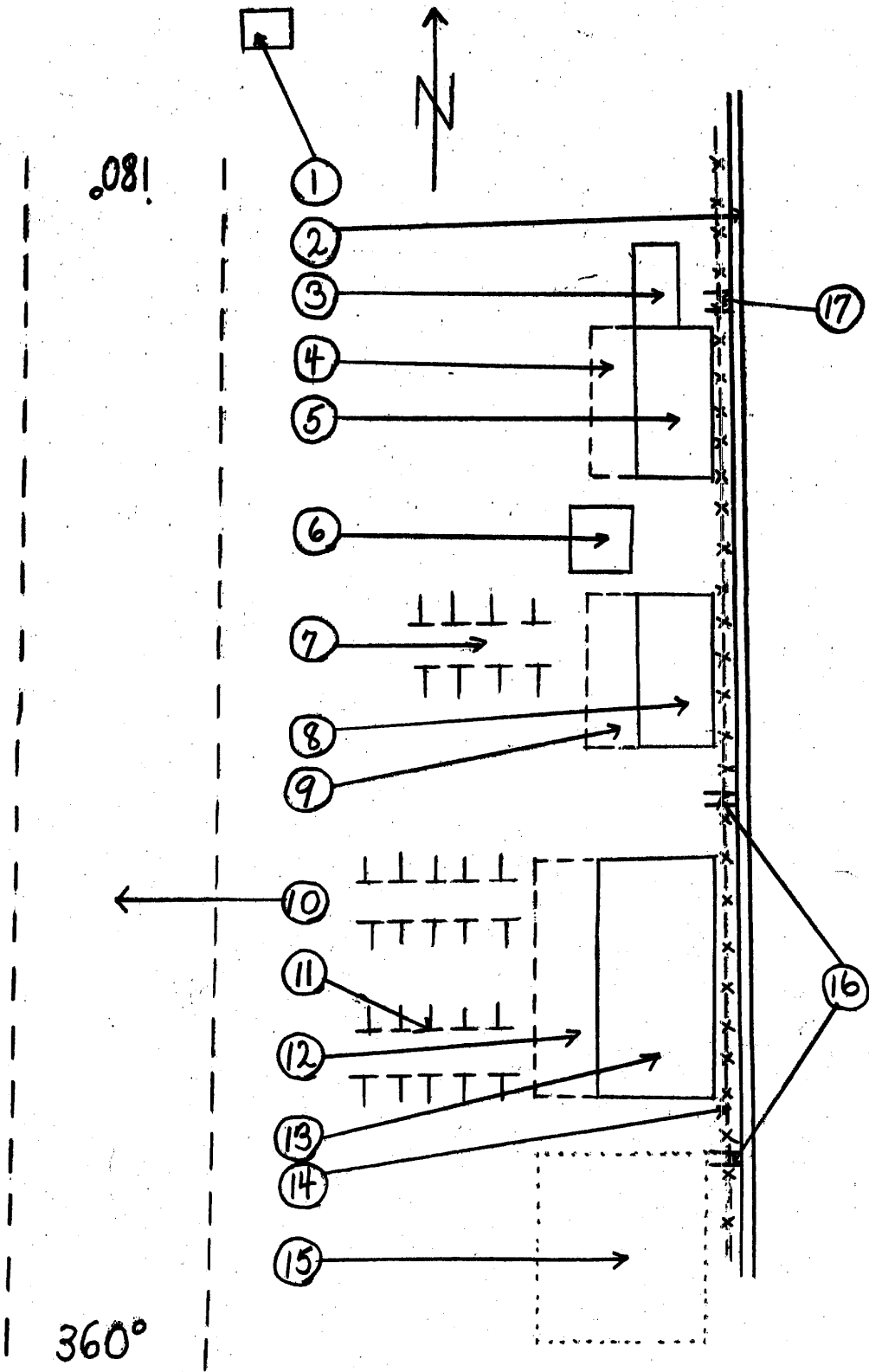
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ENCLOSURE B:

Memory Sketch of Zvolen Airfield

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ENCLOSURE B. (CONT'D)

LEGEND

- Point #1. Goniometer Station: eight by eight by four meters; one story high; stuccoed brick; flat, tar-papered roof; located about 300 m. north of airfield; on roof two-loop antenna for true bearing in let-down; housed transmitter and receiver for direct communication between station and aircraft during let-down; owned by CSA.
2. Highway: [See Encl. A, Pt. 1].
3. CSA Administration Building: 20 x 8 x 8 m.; two stories; gray, stuccoed brick; straight roof; housed the main CSA offices, passengers' waiting room, canteen, briefing room, teletype office, radio repair shop, guard room, and lounge for crews, which were located on the first floor; CSA director's apartment on the second; it also housed a CSA weather station.
4. Apron: 10 m. wide; concrete; well kept; in front of CSA hangar, [Pt. 5, below]; owned by CSA.
5. CSA Hangar: 35 x 20 x 10 m.; gray, stuccoed brick; shed type roof; concrete floor; corrugated sheet-iron sliding doors on west side; could accommodate one DC-3, two Piper Cubs, one C-106, one C-104, and one Sokol; the DC-3 was parked there only at night during bad weather, otherwise, aircraft were parked outside. Built in 1951, this hangar was owned by CSA. The goniometer station, administration building, apron, and hangar [Pts. 1, 3, 4, above and 5] constituted the civilian part of the airfield, and were owned by CSA. The rest of the installations, painted dark green for camouflage purposes, were military. All installations had red obstruction lights on roof.
6. Control Tower Building: 10 x 10 x 15-20 m.; stuccoed brick, painted dark green; three storied; the third story and roof were made of glass; several antennas on top of roof; first floor housed several offices; second floor housed the weather station; third floor housed the control tower itself, including FUG-10, FUG-16, and Jalta transmitter-receiver equipment. Built in 1952, this building was owned by the military.
7. Parking Area: about ten aircraft were parked here in the open, mostly Messerschmitt-109's, but there were also some Arado's and C-104's.
8. Military Hangar: 40 x 20 x 10m.; stuccoed brick, painted dark green; shed-type roof; corrugated sheet-iron, sliding door on west side; various repair and work shops were housed in the rear; this hangar was used by the Security Air Force group (Bezpečnostní Letectvo); about 15 Messerschmitt's were piloted by military pilots for patrolling the border and checking air routes. Arado's and C-104's were used for training purposes such as night flying, circling, take-off, and landing. All of the above mentioned aircraft had red noses, red leading edges, red OK insignia (plus a red four digit number) and encircled with the red and white State Security Corps (Sbor Národní Bezpečnosti - SNB) insignia. These aircraft were observed parked in this hangar and in the parking area, [Pt. 7, above]. Ferdinand ONDRUSEK, a Security Air Force pilot, that two or three

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ENCLOSURE B. (CONT'D)

aircraft were always kept in ready-to-take-off position for patrolling orders. Patrolling was done only by day. Space between this hangar and hangar, [Pt 13, below] was filled with various sheds. Some building activity was also observed here.

9. Apron: 10 m. wide; concrete; in front of hangar, [Pt. 8, above].
10. Runway: direction, 180 - 360 degrees; 1,400-1,500 m. long. north-south and about 150 m. wide; grass, quite worn due to heavy traffic. Airfield and runway did not appear to be under construction nor were there rumors of a projected, concrete runway. A mobile signal unit was located at the beginning of the runway as a landing aid. Colored spotlights were flashed with red meaning "stop", green meaning "clearance", and white meaning "return to your base". Military aircraft used the Soviet two-line landing and take-off system. [For a description of this system,]. Landing was often very difficult because of low overcast in winter and ground fogs which lasted until noon. In case of deep snow, military flying was discontinued but not civilian. [] never saw snow being cleared off the airfield.
11. Parking Area: for Advanced Pilot School aircraft; grass; in the open and unsheltered; in front of apron, [Pt. 12, below]; used for the refueling, repairing, and testing of aircraft.
12. Apron: 20 m. wide; concrete; in front of hangar, [Pt. 13, below].
13. Hangar: 60 x 30 x 10 m.; stuccoed brick, painted dark green; shed-type roof; concrete floor; corrugated sheet-iron, sliding door on west side; for Advanced Pilot School aircraft; workshops and repair facilities in the rear; some repairs were done in the open; about 20 Messerschmitt's and 20 Arado's were parked here.
14. Fence: two meters high; wire mesh, with two-strand barbed wire.
15. Area: numerous sheds for construction tools and other material were located here; served also as a dump for unserviceable aircraft parts; some installations under construction.
16. Military Entrances: five to six meters wide; guarded day and night by military guards (number unknown) armed with machine guns and wearing dark-blue uniforms, lighter blue shoulder boards. All military installations of the airfield were similarly guarded. Civilian buildings were guarded by CSA guards armed with pistols and wearing black uniforms.
17. Civilian Entrance: five to six meters wide; unguarded.

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